

The logo features the letters 'PI' in a large, blue, stylized font. To the right of 'PI', the words 'BayArea' are written in a bold, black, sans-serif font. Below 'BayArea', the word 'Plan' is written in a large, blue, stylized font, matching the 'PI' above it. A vertical blue line is on the left, and a horizontal blue line is below the text.

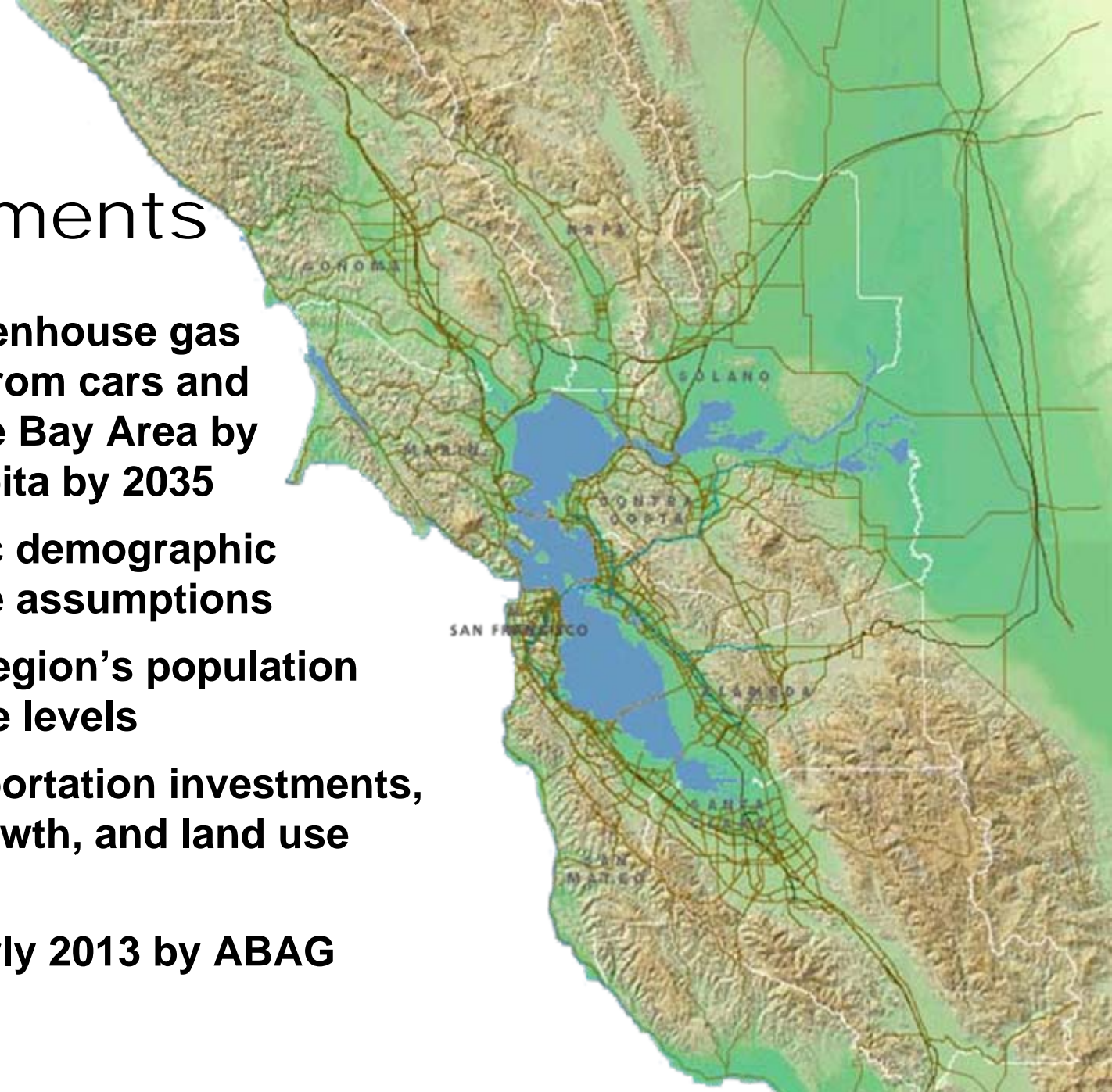
# **PI BayArea Plan**

## **Release of the Initial Vision Scenario**

**MTC Planning Committee  
ABAG Administrative Committee**  
March 11, 2011

# SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- Use realistic demographic and revenue assumptions
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC



# Building on an Existing Framework

- Established local-regional partnership to support sustainable growth and protect natural resources
- SB 375 is structured to support a sustainable regional growth pattern supported by policies and incentives
- Initial Vision Scenario incorporates local input on places and policies for growth



# Initial Vision Scenario: What is it?

- Starting point to develop the Sustainable Communities Strategy (SCS)
- Identifies places for sustainable growth
- Accommodates regional housing need
- Strengthens existing communities
- Utilizes existing transit infrastructure
- Assumes unconstrained resources
  - Affordable housing
  - Neighborhood infrastructure
  - Transit and other investments

# Initial Vision Scenario: How was it developed?

## ■ **Housing Growth Distribution Criteria**

- Locally identified growth in Priority Development Areas or new Growth Opportunity Areas
- Additional housing units based upon a jurisdiction's selected Place Type for a PDA or Growth Area
- Greater housing density proximate to significant transit investments (Existing Transit or Resolution 3434 Transit Expansions)
- Major mixed-use corridors with high potential for transit-served, infill development

# Regional Growth Overview

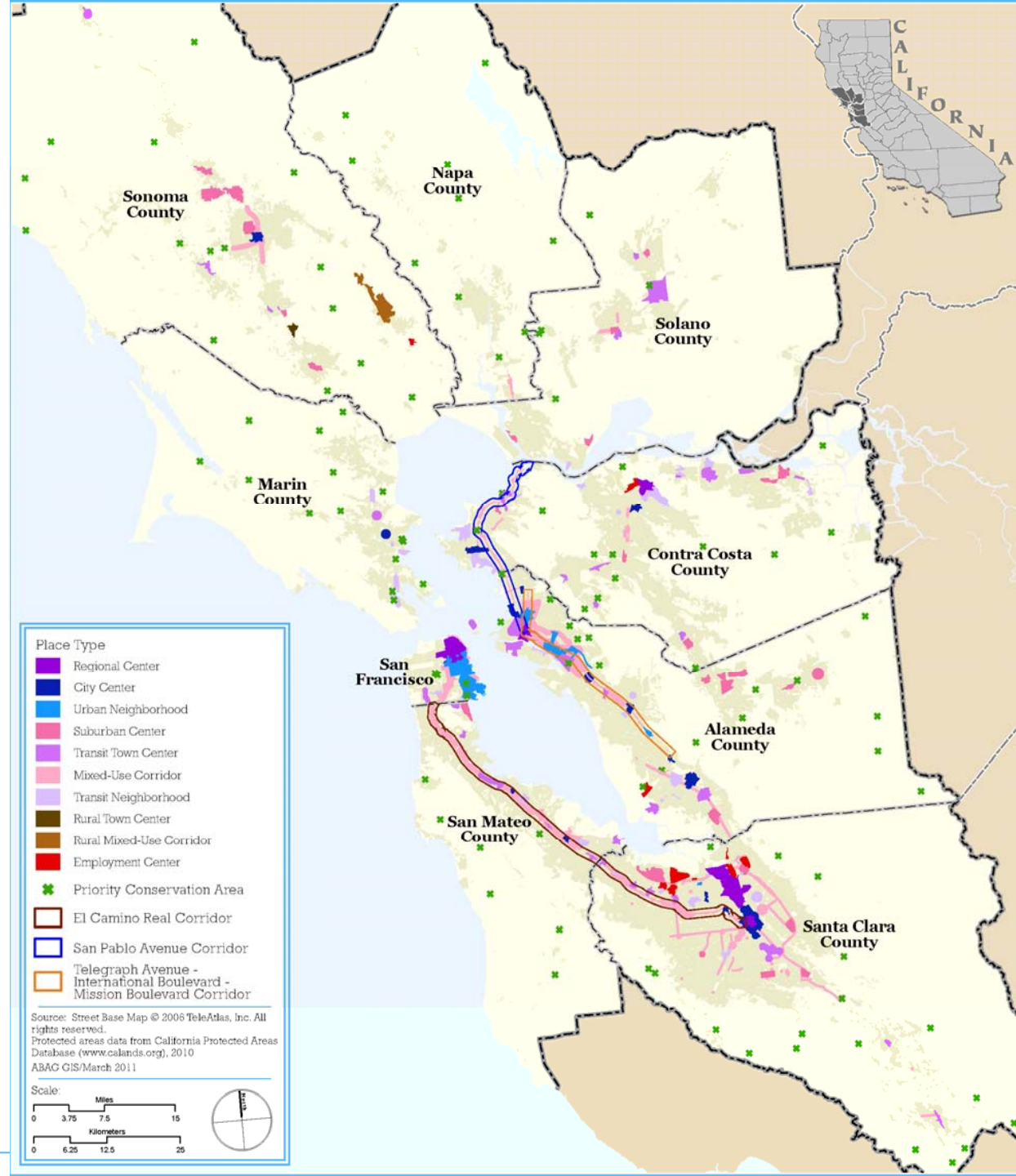
Scenario	Households	Population	Employed Residents	Jobs
<b>2010</b>	<b>2,669,800</b>	<b>7,348,300</b>	<b>3,152,400</b>	<b>3,271,300</b>
<b>2035 Current Regional Plans</b>	<b>+633,500</b>	<b>+1,717,900</b>	<b>+881,600</b>	<b>+1,129,100</b>
<b>2035 Growth Increment</b>	<b>+269,000</b>	<b>+363,700</b>	<b>+165,000</b>	<b>+92,900</b>
<b>2035 Initial Vision Scenario</b>	<b>+902,500</b>	<b>+2,081,600</b>	<b>+1,046,600</b>	<b>+1,222,000</b>
<b>Total 2035 Initial Vision Scenario</b>	<b>3,572,300</b>	<b>9,429,900</b>	<b>4,199,000</b>	<b>4,493,300</b>



# Housing Distribution

70% of growth in Priority Development Areas and Growth Opportunity Areas

97% of growth within the existing urban footprint



# Initial Vision Scenario: Housing Distribution

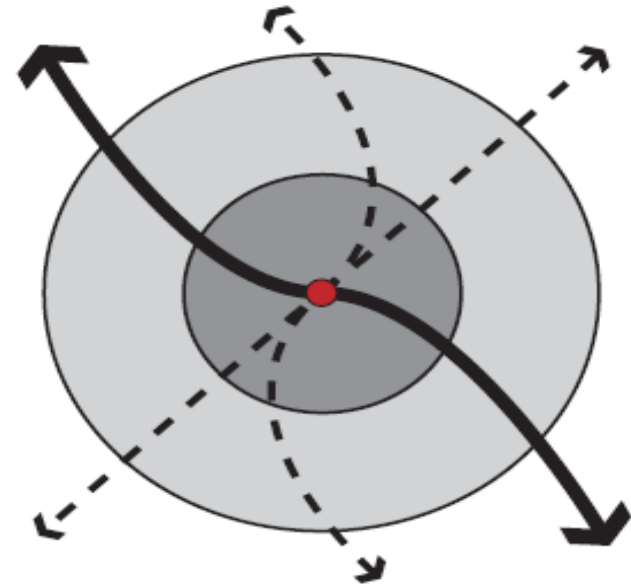
COUNTY	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Alameda	557,700	770,400	212,700	38%
Contra Costa	392,700	546,700	154,000	39%
Marin	106,400	117,100	10,700	10%
Napa	51,300	56,100	4,800	9%
San Francisco	346,700	436,800	90,100	26%
San Mateo	264,500	358,300	93,800	36%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	188,400	231,400	42,900	23%
<b>TOTAL</b>	<b>2,669,800</b>	<b>3,572,300</b>	<b>902,600</b>	<b>34%</b>



# Place Types

## Station Area Planning Manual

- Regional Center
- City Center
- Suburban Center
- Transit Town Center
- Urban Neighborhood
- Transit Neighborhood
- Mixed Use Corridor



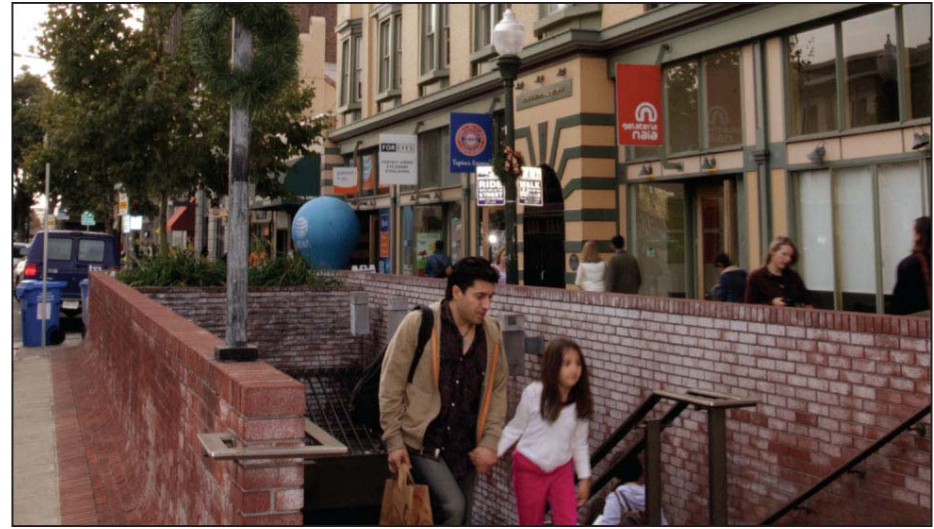
## Recently proposed by local jurisdictions

- Employment Center
- Rural Town Center
- Rural Mixed Use Corridor

# Place Types

## City Center

- City Centers are magnets for surrounding areas while also serving as commuter hubs to the region.
- Examples include the downtowns of Hayward, Berkeley, Redwood City, and Santa Rosa.



# Place Types

## Suburban Center

- Suburban Centers are often similar to City Centers but with lower densities, less transit, and more parking and single-use areas.
- Examples include West Downtown Walnut Creek, Mountain View's North Bayshore, and Hacienda Business Park in Pleasanton.





# Place Types

## Mixed Use Corridor

- These corridors encompass a mix of low- and mid-rise buildings housing residential, commercial, employment, and civic or cultural uses.
- Examples include San Francisco's Mission-San Jose Corridor, San Pablo Avenue in the East Bay, and El Camino Real along the San Francisco Peninsula.



# Place Types

## Transit Town Center

- Transit Town Centers are local-serving centers of economic and community activity.
- Examples include the Suisun City Downtown and Waterfront, Downtown Palo Alto, and Downtown South San Francisco.





# Initial Vision Scenario: Growth Pattern

- Concentrates 70% of growth in PDAs, Growth Opportunity Areas; about 3% of region's land area
- Limits greenfield development – 97% of growth in existing developed areas
- Reduces development pressure on Priority Conservation Areas
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Leverages /improves existing water, sewer infrastructure
- Lower per capita water use to growth location, development type

# Employment Distribution

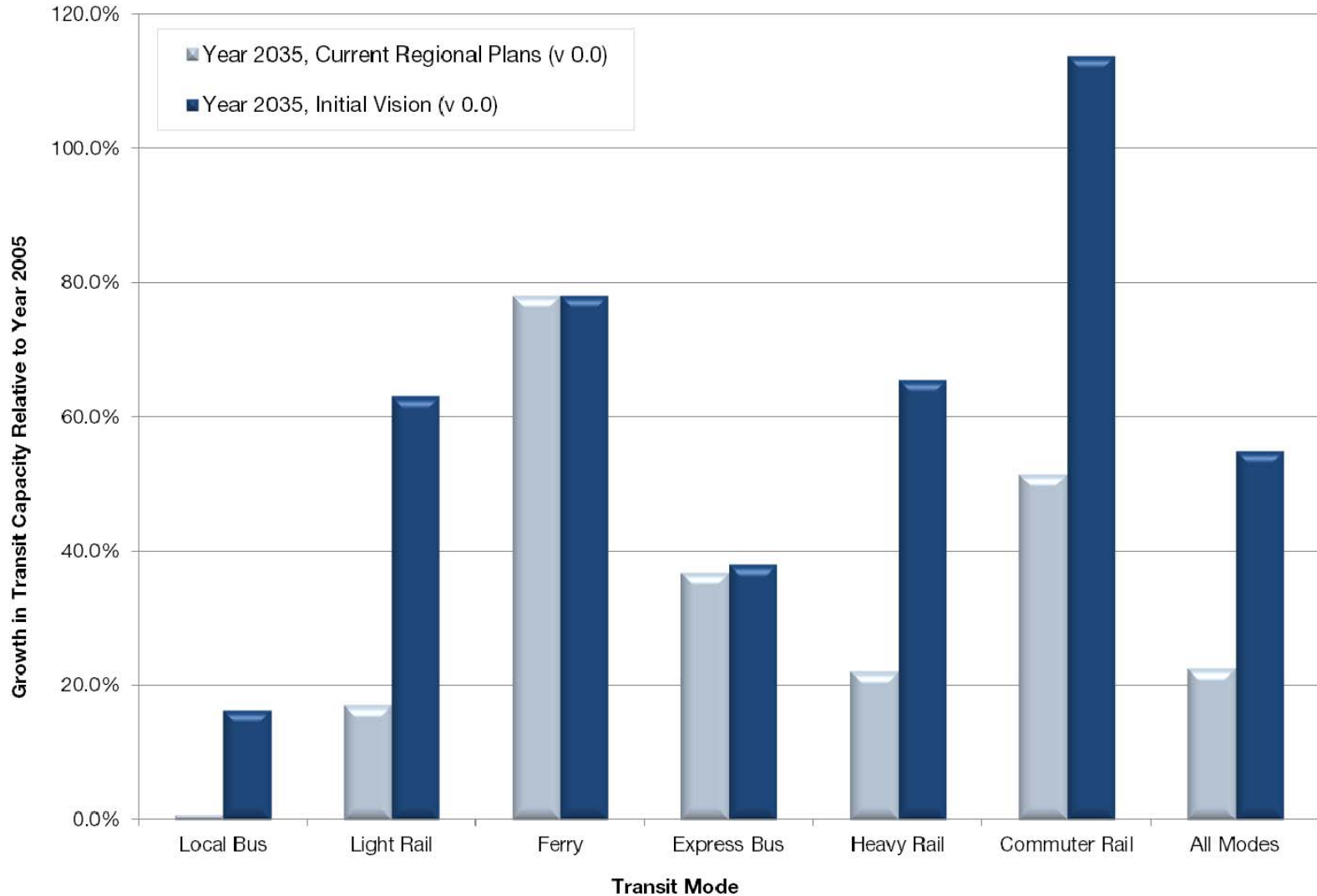
COUNTY	2010 Jobs	2035 Jobs	2010-2035 Growth	2010-2035 Growth Rate
Alameda	675,600	925,400	249,900	37%
Contra Costa	345,900	479,400	133,400	39%
Marin	129,700	151,100	21,400	17%
Napa	70,100	88,800	18,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	330,100	452,200	122,100	37%
Santa Clara	858,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
<b>TOTAL</b>	<b>3,271,300</b>	<b>4,493,300</b>	<b>1,222,000</b>	<b>37%</b>

# Initial Vision Scenario

## Transportation Network

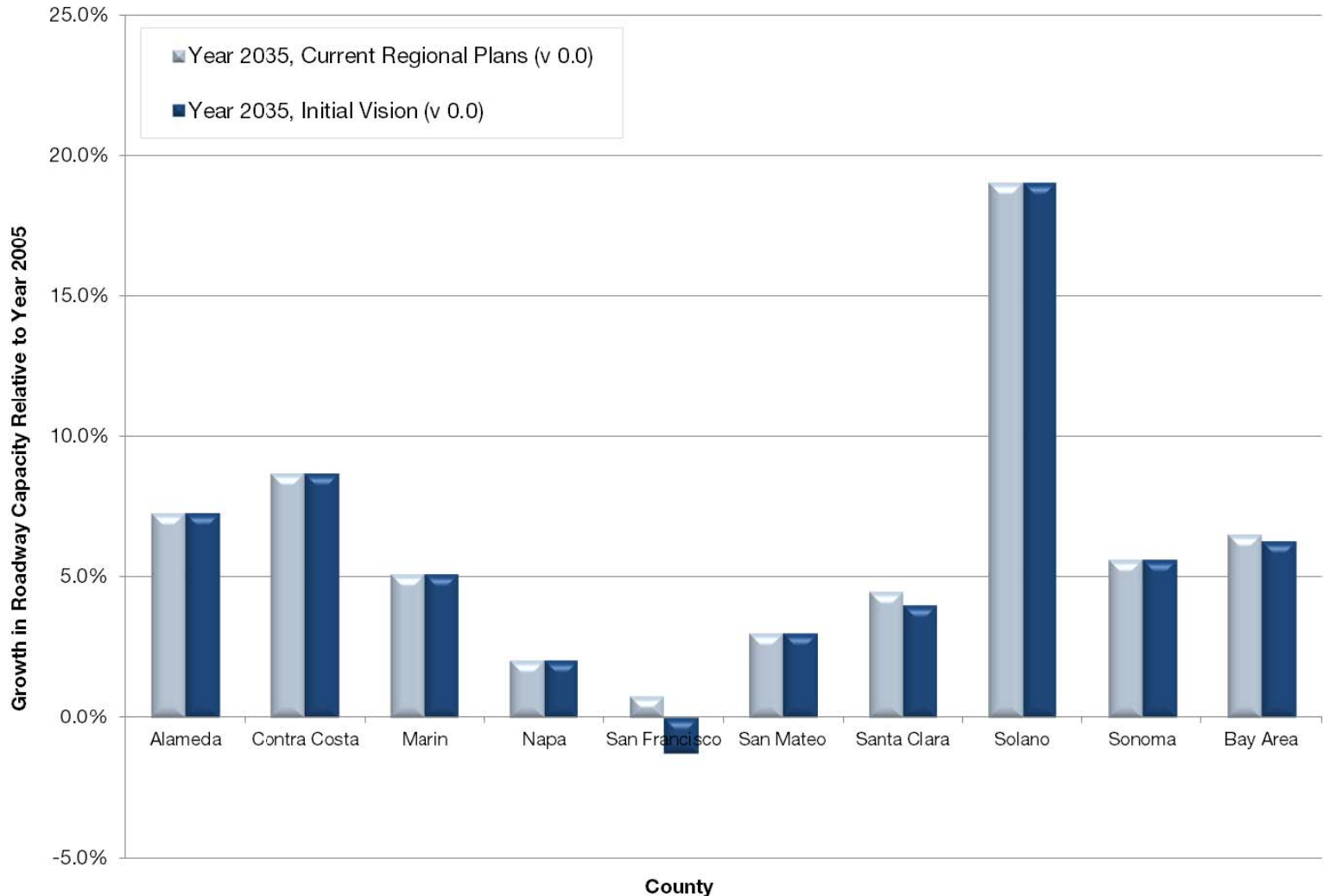
- **Transportation 2035 is base network with Express Lane Backbone system**
- **Increased frequencies of existing transit services adjacent to Initial Vision growth areas**
- **Highlights include ...**
  - Improved headways on over 70 local bus routes and several express bus routes
  - Improved headways on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
  - 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties
- **Increase in passenger seat miles of**
  - 55 percent relative to 2005
  - 25 percent relative to Current Regional Plans in 2035

# Growth in Transit Capacity from Year 2005



\* Transit capacity = passenger seat miles

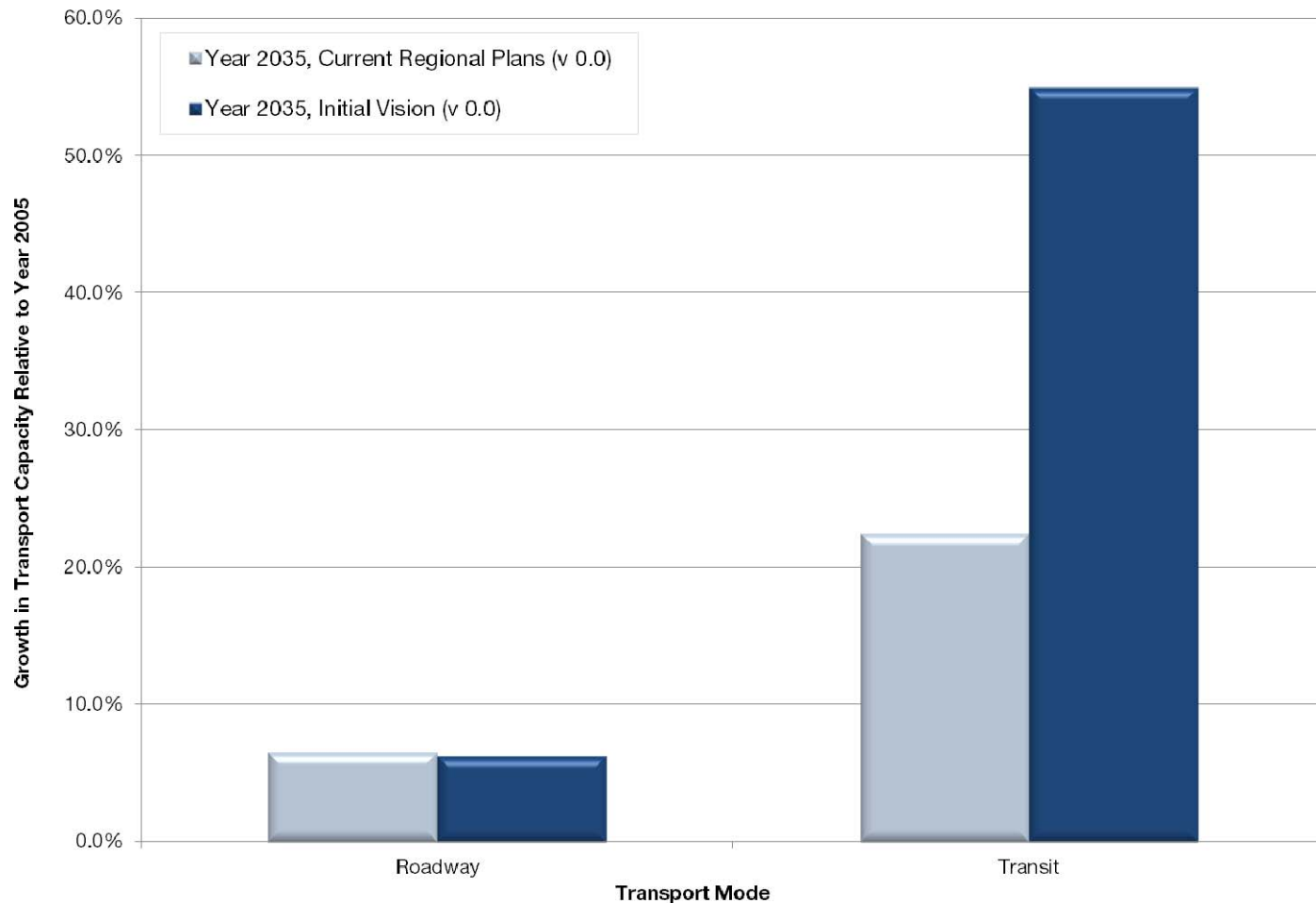
# Growth in Roadway Capacity From Year 2005



\* Roadway capacity = lane miles \* lane vehicle capacity

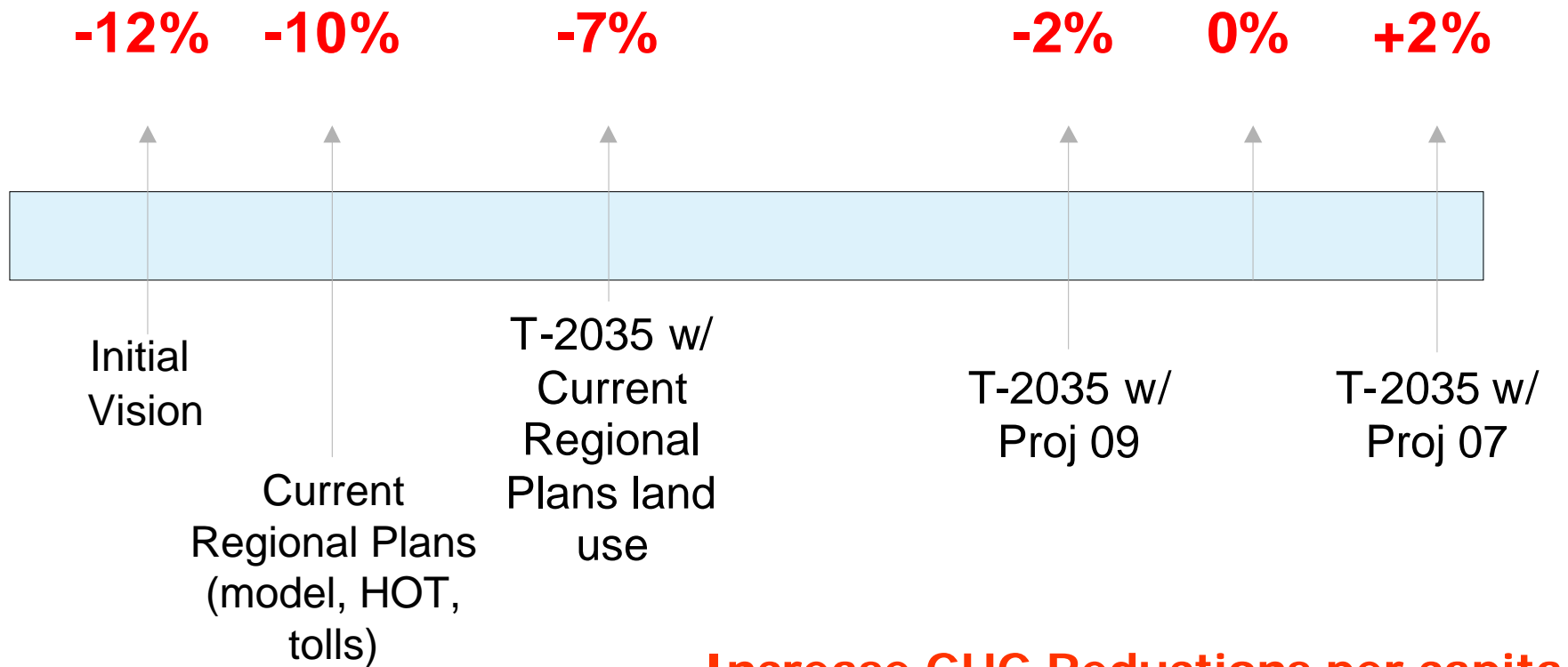


# Growth in Transportation Capacity From Year 2005



# GHG Emission Reduction Estimates

(% per capita - 2005 vs. 2035)



**Increase GHG Reductions per capita**



# GHG Targets

(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

# Target Results Preview

## Initial Vision Scenario does two things:

### 1. **Creates more housing and more affordable housing**

This is all “good” news for the targets:

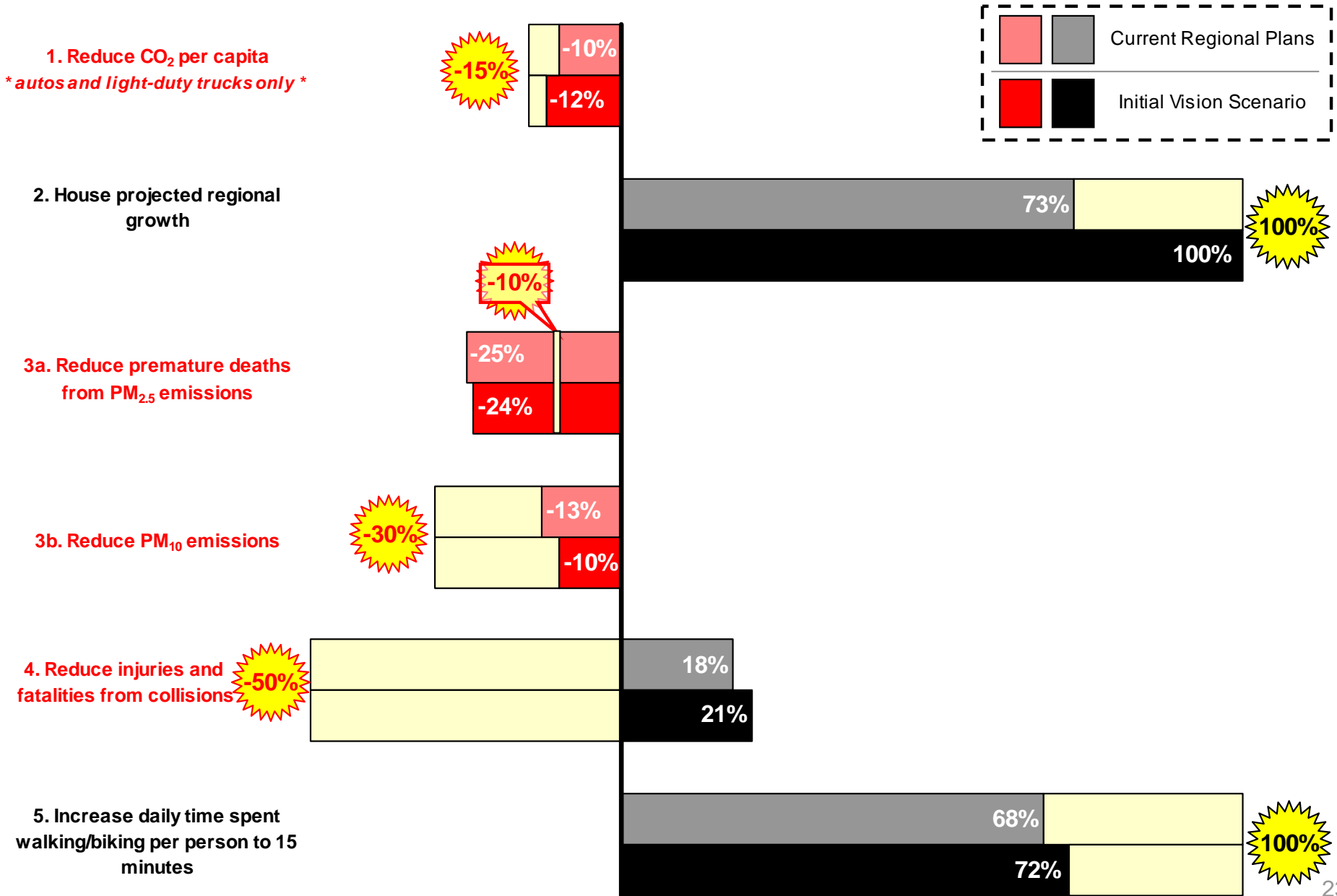
- Meets the housing target
- Improves jobs-housing-transit alignment
- Reduces housing costs for low-income households

### 2. **Brings more people into the region**

This is both “good” and “bad” for the targets:

- New residents ride transit, walk and bike more than existing residents and GHG/capita and VMT/capita go down
- But they still drive. As a result, total VMT goes up, which increases collisions and particulate emissions from autos

# Initial Vision: Target Results (1)



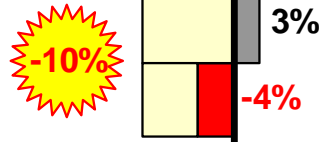


# Initial Vision: Target Results (2)

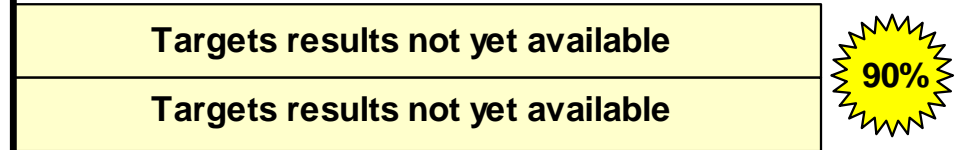
6. Direct new non-agricultural development within urban footprint  
*\* measured in housing units \**



7. Reduce housing + transportation costs as share of low-income households' budgets



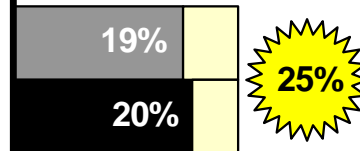
8. Increase gross regional product [GRP]



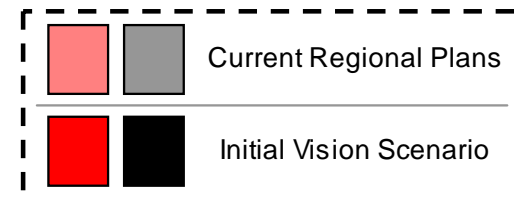
9a. Reduce per-trip travel time for non-auto trips



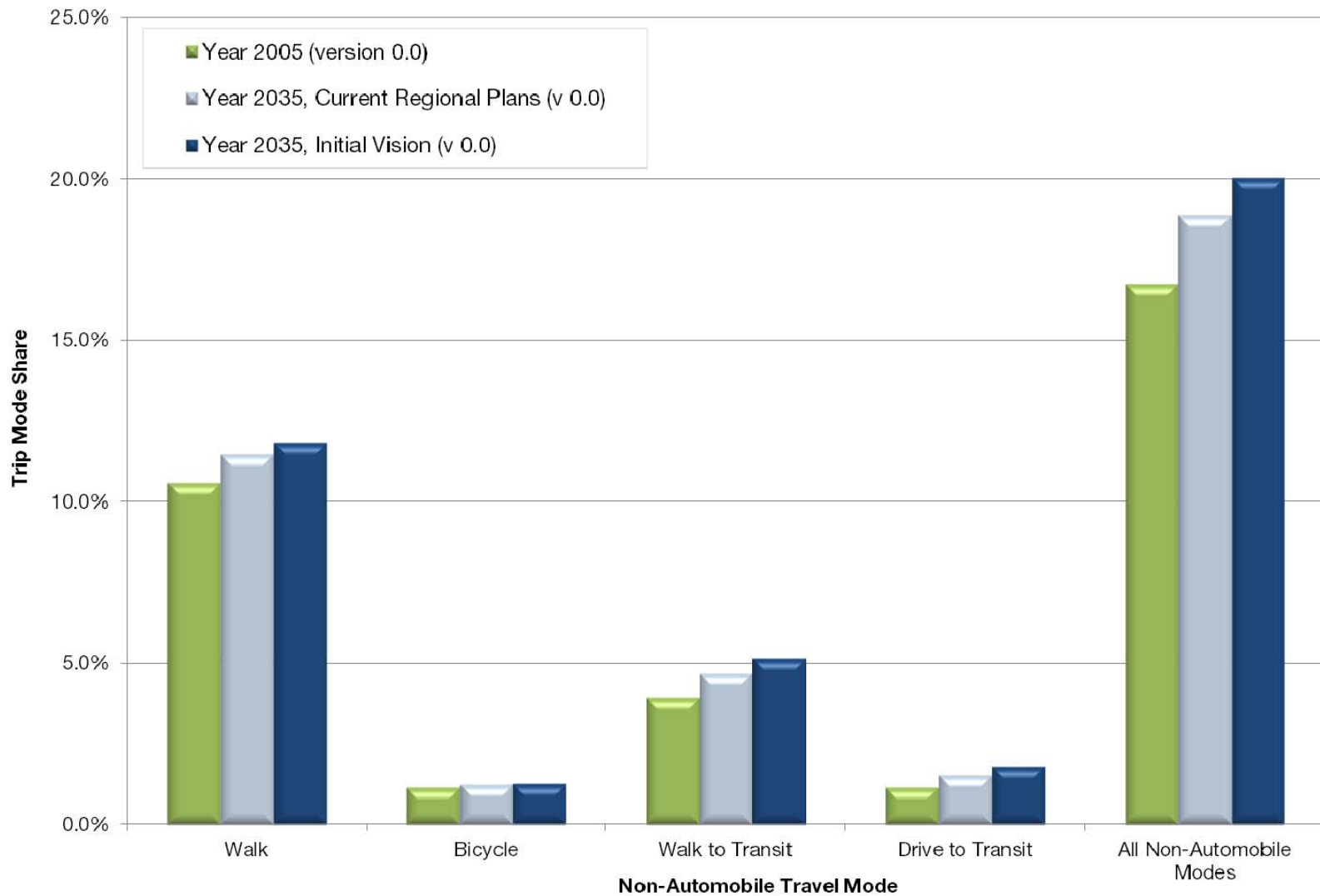
9a. Increase non-auto mode share (alternative target)



9b. Reduce VMT per capita

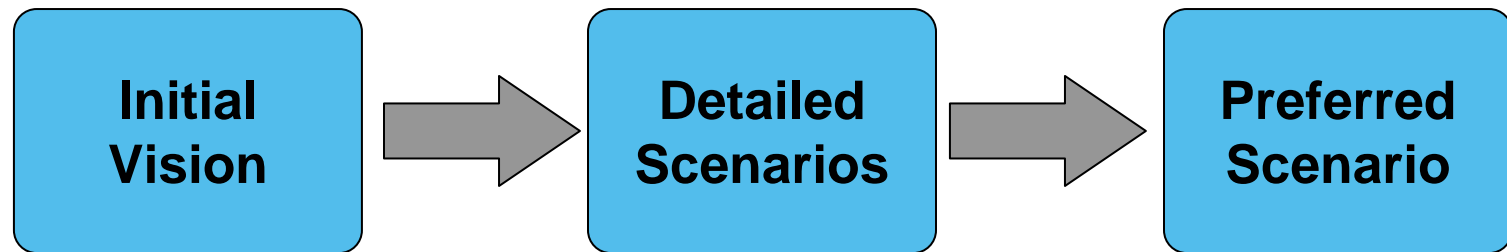


# Non-Automobile Mode Share for All Travel

















# Initial Vision Equity Analysis: Approach

- **Three-phase Equity Analysis approach outlined in Public Participation Plan**






- **Initial Vision Scenario Approach**
  - Break out targets by income level as preliminary equity indicators
- **Reviewed approach and results with RTP/SCS Equity Working Group**
  - Interested members of Regional Advisory Working Group and MTC's Policy Advisory Council Equity & Access Subcommittee

# Do Low-Income Households Have Similar or Better Results Than Higher-Income Households for the Initial Vision Scenario?

		Current Conditions	2035 Initial Vision Scenario
Climate Protection	<i>Per-capita VMT</i>		
Adequate Housing	<i>Adequate housing</i>		
Healthy and Safe Communities	<i>Active travel</i>		
Equitable Access	<i>Affordability</i>		
Economic Vitality	<i>Travel time to work/school</i>		
	<i>Travel cost</i>		
Transportation System Effectiveness	<i>Non-auto travel time</i>		

**KEY**

-  = Worse results
-  = Result mixed, or by assumption
-  = Similar or better results

# Initial Vision Scenario Conclusions

- **The Initial Vision Scenario reflects additional progress towards the sustainability of the region**
- **Bay Area communities can accommodate housing in sustainable locations given adequate resources and transit**
- **While we meet the 2020 GHG target, we still don't meet the 2035 GHG target and some other targets**
- **Achieving the targets still requires additional land-use, transportation and non-infrastructure strategies**
- **Employment location, and its relationship to housing and transit, is a key issue requiring further analysis**

# Next Steps

## **Public Involvement (mid-March – July 2011)**

- Elected Officials Briefings
- Planner-to-Planner Discussions
- Countywide Workshops
- Community-based Engagement in Communities of Concern
- Telephone Poll & Focus Groups
- Web-based Survey & Interactive Visualization Tools

## **Detailed SCS Scenarios Definitions (April – December 2011)**

- Seek input on a range of detailed alternatives to be tested
- Define draft alternatives that represent varying land-use/transportation strategies that will help us achieve greenhouse gas and other targets
- Finalize alternative definitions in July 2011
- Evaluate alternatives and produce results by December 2011
- Identify preferred scenario by January 2012



# Next Steps (continued)

## **Additional Analysis (starting in April 2011)**

- Employment distribution across region
- Housing distribution by economic segments
- Equity analysis

## **Transportation Investment Strategy (starting in October 2011)**

- Discuss transportation policies and investment strategies

## **Regional Housing Needs Allocation (RHNA) (underway)**

- Release Draft RHNA Methodology in July 2011
- Adopt Final RHNA Methodology in September 2011
- State issues Bay Area housing needs determination in October 2011
- Release Draft RHNA Plan in January 2012
- Adopt Final RHNA Plan in September 2012